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FOURTH

ANNUAL REPORT

OF THE

Catawissa Rail Road Company,

FOR THE YEAR ENDING

DECEMBER 31st, 1863.

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PHILADELPHIA:

H. G. LEISENRING'S STEAM-POWER PRINTING HOUSE,

No. 132 SOUTH THIRD STREET.

.....  
1864.

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PHILADELPHIA:  
H. G. LEISENRING'S STEAM-POWER PRINTING HOUSE,  
No. 132 SOUTH THIRD STREET.  
.....  
1864.

OFFICERS  
OF THE  
Catawissa Rail Road Company,  
1863-4.

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PRESIDENT,  
T. HASKINS DUPUY.

SECRETARY,  
M. P. HUTCHINSON.

TREASURER,  
W. L. GILROY.

SUPERINTENDENT,  
GEORGE WEBB.

DIRECTORS,  
SAMUEL V. MERRICK,  
JAMES S. COX,  
M. P. HUTCHINSON, M. D.,  
WM. P. CHANDLER,  
ROBERT BAYARD, of New York.  
CHAS. R. PAXTON, of Bloomsburg, Pa.

## ANNUAL MEETING.

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An Annual Meeting of the Stockholders of the Catawissa Rail Road Company, was held in pursuance of the provisions of the charter of said Company, on the 5th day of April, 1864, at 12 o'clock, noon, at the Company's Office, No. 424 Walnut St., Philadelphia, called in pursuance of the notice, of which the following is a copy:—

“ OFFICE CATAWISSA RAILROAD COMPANY,  
No. 424 Walnut Street,  
PHILADELPHIA, March 9th, 1864.

“The Annual Meeting of the Stockholders of this Company will be held on Tuesday, the 5th day of April, 1864, at 12 o'clock, noon, at the Company's Office, No. 424 Walnut Street, in the city of Philadelphia.

“The Annual Election for President and Directors will be held on Monday, the 2nd day of May, 1864, at the Company's office.

M. P. HUTCHINSON,  
*Secretary.*”

On motion of S. V. Merrick, Esq., Coffin Colket, Esq., was called to the chair, and Dr. M. P. Hutchinson appointed Secretary.

The President read to the meeting the Report of the Board of Directors, for the year ending December 31st, 1863, also, the Reports of the Treasurer and Superintendent.

On motion of Mr. E. P. Borden, it was

*Resolved*, That the Reports be accepted and printed, with the accompanying tables, in pamphlet form, for distribution among the Stockholders.

On motion, it was

*Resolved*, That any geological survey that may have been made for the Company, of the coal lands, be appended to the published report.

On motion adjourned.

C. COLKET, *Chairman.*

M. P. HUTCHINSON, *Sec'y.*

## COAL PROPERTY.

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The accompanying letter, from W. F. Roberts, Esq., Geologist, in relation to the Coal property of this Company, is appended, in accordance with the resolution of the Stockholders, this being the only report on the subject now attainable.

It is proper here to state that when the present Company came in possession, the Coal property was considered of very little value, it having been condemned under the auspices of the previous management, and its disposal at a nominal sum recommended. Your President, however, upon inspection of the property, thought otherwise, and informed your management that, in his opinion, it was a valuable coal tract. Subsequent explorations have demonstrated this fact.

The Mammoth Vein has been found as stated in the report as averaging over 50 feet in thickness, the width of the basin being about 700 yards from one outcrop to the other, and the Coal of the best quality known. Other veins have been proven upon the property, varying in thickness 10, 7 and 5 feet each.

The Mammoth and overlaying veins have been leased to responsible parties at a rental of 30 cents per ton, the cost of all the improvements and expenses in connection with collieries to be established, to be borne entirely by the lessees.

*To the President and Directors of the  
Catawissa Rail Road Company :*

GENTLEMEN:—In reply to your letter of this date, I have to say that, according to instructions of letter received from E. R. Biddle, Esq., of New York, dated August 15th, 1848, I made a particular geological examination of the Anthracite lands belonging to your Company, situate in Schuylkill County, on the line of the Catawissa Rail Road, near to the Quakake Junction, which extends thence to the Lehigh. I commenced the examination August 23, 1848. My field notes I find are somewhat voluminous and much in detail, and prevent my giving you a full report now, as I am obliged to leave the city this afternoon. I hope, however, on my return in a day or two, to give you full particulars of my investigations at that time, and also facts from actual explorations, subsequently made, which prove your property to be very valuable in regard to the amount of Coal it contains. In my report of 1848, I stated that the "Mammoth" Vein—the large one of the series—existed in your land. Since that time this vein has been opened by shaft. The coal dips at a steep angle, and is of excellent quality, equal to the best of the Lehigh. Other veins of Coal overlie and underlie the Mammoth. The marketable situation of the Company's property is good. There is a large amount of Coal in this land which can be mined above water level.

Respectfully, yours,

WILLIAM F. ROBERTS,

Geologist.

PHILADELPHIA, 6th April, 1864.

# FOURTH ANNUAL REPORT.

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TO THE STOCKHOLDERS OF THE  
CATAWISSA RAIL ROAD COMPANY.

The exhibit of the condition of your property, and the results of the business of the Company for the year ending 31st December, 1863, is as follows :

Amount Capital issued to 1st January, 1864 :

482 1st Mortgage Bonds	@	\$500,	-	-	\$	241,000 00
42,008 Shares Preferred Stock	"	50,	-	-		2,100,400 00
17,524 " Common	"	"	-	-		876,200 00
Chattel Bonds,	-	-	-	-		34,000 00
						\$3,251,600 00

Remaining yet for issue :

18 1st Mortgage Bonds	@	\$500,				\$9,000 00
1,992 Shares Prefer'd Stock,	"	50,				99,600 00
5,476 " Common	"	"				273,800 00
						382,400 00

Total Capital of the Company,	-	-	-			\$3,634,000 00
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Of which is owned by, and in possession of the Company:

18 1st Mortgage Bonds	@	\$500,	-	-		9,000 00
1,749 Shares Preferred Stock	"	50,	-	-		87,450 00
2,733 " Common	"	"	-	-		136,650 00
						\$233,100 00



The condensed statement of the Receipts, Earnings and Expenses of operating and maintaining the road, shows :

Gross Receipts from Road,	-	-	-	-	.	\$417,003 04
Less Rent and use of connecting Roads,	-	.	-	-	-	88,413 82
EARNINGS,						<u>\$328,589 22</u>

*Being \$5,134 $\frac{21}{100}$  per mile.*

Less working Expenses, Maintenance and General Ex-						
penses—being 60 $\frac{9}{19}$ per cent. of Earnings,	-	-	-	-	-	200,233 57
PROFITS OF THE YEAR,						<u>128,355 65</u>

Which, after deducting the year's interest on Bonds, (\$16,436 $\frac{65}{100}$ ), is equal to 5 $\frac{1}{3}$  per cent. upon the 42,008 Shares of Preferred Stock issued.

200 First Mortgage Bonds of \$500 each, were sold during						
the year, realizing	-	-	-	-	-	\$102,950 00
Add profits as above,	-	-	-	-	-	<u>128,355 65</u>

Gives the total amount of - - - - - \$231,305 65

Applicable to the improvement of your property—which has been disbursed, and is on hand, as per Treasurer's and Superintendent's detailed Statements, as follows :

Construction, Equipment and Extraordinary						
renewals,	-	-	-	-	-	\$127,470 93
Coupons paid	-	-	-	-	-	13,810 92
C. W. & E. R.R. Co. Obligations, paid with,						23,001 21
Surplus Car Service of Car Loan Cars, and	}					6,524 84
purchase of nine Cars,-						
U. S. Tax on Passenger Earnings,	-	-	-	-	-	2,263 85
Amount on hand, including U. S. 5-20	}					58,233 90
Bonds,		-	-	-	-	

\$231,305 65

A comparison of the results obtained from the workings of the Road, with those of previous years, is very favorable,—as follows :

YEARS.	1861.	1862.	1863.
Gross Receipts of Road, - - -	\$279,075 86	\$416,911 42	\$417,003 04
Payments to Connecting Roads, -	59,527 49	126,545 19	88,413 82
<i>Decrease <math>30\frac{13}{100}</math> per centum.</i>			
Earnings of the Road, - - -	219,548 37	290,366 23	328,589 22
<i>Increase <math>13\frac{16}{100}</math> per centum.</i>			
Working Expenses and Maintenance,	167,058 04	223,856 27	200,233 57
<i>Decrease <math>10\frac{1}{2}</math> per centum.</i>			
Per centage of Work'g Exp'nses and Maint'e to Earnings of Road, -	89 $\frac{3}{4}$ per ct.	77 per ct.	60 $\frac{9}{10}$ per ct.
<i>Decrease <math>26\frac{35}{100}</math> per centum.</i>			
Profits of the Road, - - - -	\$ 22,490 33	\$ 66,509 33	\$128,355 65
<i>Increase 93 per centum.</i>			
New Work, Stock, &c., - - -	30,000 00	130,152 69	127,470 93
<i>Decrease <math>2\frac{6}{100}</math> per centum.</i>			
Mileage made by Engines, - -	289,137	366,181	302,864
<i>Decrease <math>17\frac{3}{10}</math> per centum.</i>			
Mileage made by Cars, - - -	4,369,415	3,646,005	3,625,254
<i>Decrease <math>\frac{6}{10}</math> per centum.</i>			

The decrease of payments to connecting roads of  $30\frac{13}{100}$  per cent., is mainly attributable to the relinquishment of the partial use of other Companies' Roads, and the cessation of the Elmira and Williamsport "Through Business;" notwithstanding which the *Earnings* have increased  $13\frac{16}{100}$  per cent.; the per centage of *Working Expenses* decreased  $26\frac{35}{100}$  per cent., and the *Profits of the Road* increased 93 per cent., facts fully justifying the statement made in the last Annual Report of the previous unprofitableness of that business.

The cost of wood and coal has advanced 25 per cent. over that of the preceding year, yet the fuel account of our Locomotives has been reduced from  $7\frac{59}{100}$  cents to  $7\frac{24}{100}$  cents per mile run, a saving of  $4\frac{6}{10}$  per cent., equivalent to a saving in this account of  $35\frac{1}{2}$  per cent., at last year's prices.

The decrease of the Working Expenses  $26\frac{35}{100}$  per cent., is due to the improved Roadway, Motive Power and Cars. The repairs and renewals made, notwithstanding the scarcity and high prices of labor and materials, and our limited facilities for doing work, have been extensive, important, and, under all the circumstances, quite economical.

The developments made have steadily and healthfully increased the business of your Road, to a degree that required your management to purchase during the year, three new first class coal burning Freight Locomotives, and extensively rebuild seven of the old wood burning machines—also to order from Messrs. M. W. Baldwin & Co., for the coming year, four new Engines of a character similar to those which have proved so satisfactory.

The inability of our Connecting Roads, without injury to their own trade, to furnish a full supply of cars to meet the demand, and our deficiency in that respect, caused your management to meet the requirements of your interests through a Car Loan Company—which has given to the Catawissa R. R. Co. the full use and control of 150 well constructed Gondola Cars, upon terms which will result in their gradual acquisition by this Company, from the per centage of their earnings set apart for that purpose, a rate not more than heretofore paid to our Connecting Roads for a limited and uncertain use of their cars. The sinking fund, provided from the surplus earn-

ings of these cars, after paying the interest due on their cost, has already purchased 12 of them. The Catawissa R. R. Company are now the owners of 21 of these cars.

The citizens of Catawissa, with becoming liberality, presented to your Company the fee simple title of sufficient grounds, adjoining the station in that town, for our shops and engine house purposes. This gift has been accepted, and the erection of suitable shops and engine house commenced; as soon as they are completed, it is confidently believed that the repairs and renewals of the Company will be more efficiently and economically made than heretofore.

The claims made upon this Company for the debts of the late Catawissa, Williamsport and Erie Rail Road Company have been reduced by compromise \$28,027 $\frac{11}{100}$ ; \$15,163.31 of these contested claims yet remain outstanding. Their further reduction will greatly depend upon the character of the compromises offered.

Your coal property has been leased on favorable terms, and the Branch Road to the mines partially finished. Shipments from this very valuable coal field are confidently expected by the Lessees during the coming summer. The royalty and freight charges from this property will, in reasonable time, add largely to the income of the Company.

Advantageous negotiations have been arranged with the Central Rail Road Company, of New Jersey, by which your Road will secure a firm and friendly ally, and give it, practically, a termination in New York city, instead, as heretofore, "*at a point in the woods, eight miles north of the town of Tamaqua, in Schuylkill county.*" Other arrangements must necessarily flow from this one, which

will, in due time, tax the fullest capacity of your road to move the trade offered to it.

The unfortunate civil war, which has thrown enormous amounts of trade and travel on very many Rail Road lines, has given no such results to your Road. The consequent very high prices and scarcity of labor and materials, have been more unfavorable to us than the incidental advantages—caused by the general activity of industrial pursuits—have been beneficial.

The Directors congratulate you upon the improved and healthy condition of your property, and its business, and also, that unless some unforeseen circumstances occur, hereafter the net earnings of the Company may be applied to the payment of dividends.

The Catawissa R. R. Company is entirely free from floating debt.

The thanks of the Company are due to the Superintendent, Mr. George Webb, and his assistants, for the faithful, energetic and economical discharge of their several duties.

Respectfully submitted,

By order of the Board of Directors,

T. HASKINS DE PUY,

President.



## REPORT OF THE TREASURER.

OFFICE CATAWISSA R. R. COMPANY.

PHILADELPHIA, March, 1864.

T. HASKINS DU PUY, Esq., President:

SIR:—Hcrewith I have the honor to submit a "General Statement" of the affairs of the Company, and "Transportation and Income Account," for the year ending 31st December, 1863.

It may be proper to state, in this connection, that in making report to the Auditor General of Pennsylvania, for 12 months ending 31st October, 1863, several errors occurred, through the misapprehension of our chief clerk, as to the nature of the specifications required; and that owing to press of business, caused by the sickness and absence of nearly all our clerical force at that time, the errors were not discovered in season to be corrected in the printed report. But a correct statement was subsequently made for record, and is now in the Auditor General's office.

Respectfully submitted,

W. L. GILROY.

Treasurer.

**Transportation and Income Account for 12 months ending December 31, 1863.**

## RECEIPTS OF THE ROAD.

Freight on Merchandise.....	\$214,222 79
Freight on Coal .....	85,493 53
Miscellaneous Receipts.....	7,911 71
Travel.....	97,475 01
United States Mail.....	11,900 00
Total Receipts.....	\$417,003 04

## DEDUCT.

Rent of Little Schuylkill Rail Road.....	\$36,193 00
Rent of Philadelphia & Erie Rail Road.....	29,807 53
Rent of Lehigh & Mahanoy Rail Road.....	12,465 50
Paid to Beaver Meadow R. R. for use.....	9,947 79
	<u>88,413 82</u>
Earnings.....	\$328,589 22

## WORKING EXPENSES.

CONDUCTING TRANS.—FREIGHT.	Advertising.....	\$39 05
	Agents, Station.....	3,048 96
	Cars, Cleaning, and Inspecting.....	816 13
	Conductors, Brakemen, and Dispatchers	14,246 45
	Drawbacks and Overcharges.....	2,585 47
	Expenses of Stations.....	3,809 69
	Foreign Agencies.....	1,648 47
	Incidentals.....	66 70
	Light at Freight Stations and for Cars...	403 68
	Loss and damage to Goods.....	716 86
	Oil, Tallow, Waste, &c.....	2,812 95
	Stationery and Printing.....	743 73
	Stations, Repairs, Rents and Taxes on Depots, &c.....	203 48

Carried forward, . . . \$31,141 62 \$328,589 22



		Brought forward, . . . . .	\$31,141 62	\$328,589 22
CONDUCTING TRANSPORTATION—PASSENGER.	{	Advertising.....	47 05	
		Agents, Ticket.....	2,738 45	
		Cars, Cleaning and Inspecting.....	611 73	
		Conductors, Bag. Masters & Brakemen...	4,983 32	
		Drawbacks and Overcharges.....	3 90	
		Expenses of Stations.....	535 59	
		Foreign Agencies.....	589 86	
		Fuel at Stations.....	118 51	
		Fuel for Cars.....	102 67	
		Incidentals.....	103 78	
		Light at Stations.....	224 74	
		Light for Cars.....	221 94	
		Oil, Tallow, Waste, &c.....	442 01	
MOTIVE POWER.	{	Stationery and Printing.....	1,179 55	
		Stations, Repairs, Rents & Furniture....	104 50	
			<hr/>	12,007 60
		Coal for Locomotives—Passenger.....	2,609 05	
		Coal for Locomotives—Freight.....	10,063 57	
		Engineers and Firemen—Passenger.....	4,240 19	
		Engineers and Firemen—Freight.....	10,736 94	
		Incidentals—Passenger and Freight.....	618 41	
		Fluid, Oil, Tallow and Waste, Passenger and Freight.....	8,570 76	
		Repairs of Locomotives—Passenger.....	6,491 67	
		Repairs of Locomotives—Freight.....	10,287 77	
		Repairs of Tools, Machinery and Shops..	1,602 97	
		Repairs of Water Stations.....	307 27	
MAINT. OF WAY.	{	Watchmen, Switchmen and Wipers.....	5,031 17	
		Wood for Locomotives—Passenger.....	4,079 05	
		Wood for Locomotives—Freight.....	5,280 92	
		Master Machinist.....	908 40	
			<hr/>	70,828 14
		Incidentals. ....	28 99	
		Oil, Fluid and Tallow.....	317 82	
		Repairs of Bridges.....	7,076 00	
		Repairs and Renewals of Track.....	38,478 03	
		Repairs and Renewals of Telegraph.....	157 60	
		Tools and Repairs of Tools.....	612 55	
		Watchmen.....	3,887 45	
			<hr/>	50,558 44
MAINT. OF CARS.	{	Incidentals.....	13 00	
		Repairs—Passenger and Baggage Cars...	4,440 86	
		Repairs—Freight Cars.....	10,759 59	
		Repairs—Car Shops and Sheds.....	434 83	
		Tools and Repairs of Tools.....	794 78	
		Repairs Catawissa Car Loan Cars.....	683 19	
			<hr/>	17,126 25
GEN'L EXPENSES.	{	Stationery, Printing and Office Expenses,	4,127 42	
		Taxes.....	818 93	
		Telegraph Expenses.....	1,414 76	
		President's, Treasurer's, and Superin- tendent's Salaries.....	6,500 03	
		Clerk's and Attendant's Salaries.....	4,349 67	
		Rent of General Office, Fuel and Light,	1,360 71	
			<hr/>	18,571 52
			<hr/>	200,233 57
		Profit .....		\$128,355 65



Balance from Transportation and Income Account.....	\$128,355 65
Proceeds of 200 First Mortgage Bonds, of \$500 each.....	100,000 00
Premium on same.....	2,950 00

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102,950 00

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\$231,305 65

Less Coupons paid February, 1863, First Mortgage.....	4,935 00
Less Coupons paid May, 1863, Chattel Mortgage.....	1,812 50
Less Coupons paid August, 1863, First Mortgage.....	5,275 92
Less Coupons paid November, 1863, Chat- tel Mortgage.....	1,787 50
	<hr/> \$13,810 92
Less amount paid on account Catawissa, Williamsport & Erie R. R. Co.....	23,001 21
Less surplus Car Service, covered by purchase of 9 Catawissa Car Loan Cars.....	6,524 84
Less National Tax on Passenger Earn'gs,	2,263 85

## EXPENDED IN 1863.

*New Work chargeable to Construction and  
Equipment.*

Re-rolled Iron, 323 tons, 3 cwt, 1 qr. 19 lbs.	9,260 98
Branch Road to Coal Mines, on acct.....	2,566 38
Machine Shops at Catawissa " .....	5,823 33
New Bridge over Susquehanna, Balanec, and extraordinary renewals of Bridges, Trestles and Culverts.....	34,937 04
Real Estate at Williamsport... \$7,742 25	
Less Mortgage on same.....	3,000 00
	<hr/> 4,742 25
Taxes on Coal Lands for 5 Years.....	1,251 81
Three New Locomotive Engines, and ex- traordinary repairs, alterations, and rebuilding old engines, tools and ma- chinery, &c.....	\$66,844 46
Less old Engines sold.....	3,930 32
	<hr/> 62,914 14
New Passenger and Freight Cars, Tools, and Machinery.....	5,975 00
	<hr/> \$127,470 93

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\$173,071 75

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Balance..... \$58,233 90

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Dr.

## CONDENSED BALANCE SHEET

## CONSTRUCTION ACCOUNT.

## Cost of Road, Real Estate, including Coal

Lands.....	\$3,079,000 00		
Less Capital Stock unissued, 1,992 shares of Preferred Stock @ \$50.....	\$99,600 00		
5,476 Shares of Common Stock @ \$50.....	273,800 00		
	<u>373,400 00</u>	\$2,705,600 00	
Locomotives and Tenders.....		157,500 00	
Freight and Gravel Cars.....		103,700 00	
Passenger and Baggage Cars.....		20,350 00	
Coal Cars.....		23,450 00	
			\$3,010,600 00

## EXPENDED IN 1862.

Four Locomotive Engines.....	42,660 80		
Less seven old ones sold.....	5,500 00		
	<u>37,160 80</u>		
Ten Freight Cars.....		5,000 00	
Re-building Rupert Bridge.....		21,768 21	
Discount on \$141,000.00 First Mortgage Bonds .....		11,950 00	
			75,879 01
494 Tons, 19 cwt. 3 qrs. 11 lbs. New Rails included in acc't materials on hand in 1862 placed in track in 1863.....			33,275 57

## EXPENDED IN 1863.

Re-rolled Iron 323 Tons, 3 cwt. 1 qr. 9 lbs.. Branch Road to Coal Mines, on account...	9,260 98		
Machine Shops at Catawissa.....	2,566 38		
New Bridge over Susquehanna, balance and extraordinary renewals of bridges, trestles, culverts, &c.....	5,823 33		
		34,937 04	
Real Estate at Williamsport.....	7,742 25		
Less mortgage on same.....	3,000 00		
	<u>4,742 25</u>		
Taxes on Coal Lands for five years.....		1,251 81	
Three New Locomotive Engines, and ex- traordinary repairs, alterations, and re-building old engines, tools and ma- chinery.....	66,844 46		
Less old engines sold.....	3,930 32		
	<u>62,914 14</u>		
New Passenger and Freight Cars, Tools and Machinery.....		5,975 00	
			127,470 93

## ASSETS.

Cash on hand, (U. S. 5-20 Loan \$40,000.00, temporary investment).....	\$55,409 18		
Freight and toll bills due to the Com'y...	10,948 88		
	<u>\$66,358 06</u>		
Materials on hand.....	31,037 11		
Debts due by connecting roads.....	20,805 03		
Individual accounts, (U. S. Gov't <i>et al.</i> )...	14,388 79		
		66,230 93	
Stock of the Susquehanna R. N. & W. B. Telegraph Co.....		1,200 00	
Sinking Fund for redemption of mort- gage Loan, 1862-1882, from Novem- ber 1862, to November 1863.....		2,470 00	
		<u>136,258 99</u>	
			<u>\$3,383,484 50</u>

CATAWISSA R. R. CO.—*Dec.* 31, 1863.*Cr.*

## CAPITAL ACCOUNT.

Preferred Stock.....	\$2,200,000 00	
Less am't unissued 1,992 shares @ \$50	99,600 00	
	<u>2,100,400 00</u>	
Common Stock.....	1,150,000 00	
Less am't unissued, 5,476 shares @ \$50,	273,800 00	
	<u>876,200 00</u>	
Chattel Mortgage 5 pr. ct., 68 @ \$500 each,		34,000 00
1st Mort'g Bonds, 7 pr. ct., 482 @ \$500 each,		241,000 00
		<u>\$3,251,600 00</u>

## LIABILITIES.

Balance of Claims of Creditors of Catawissa, Williamsport and Erie R. R. Co., contested by Catawissa Rail Road Co..	\$15,163 31	
Amount of Pay Rolls and Bills of Materials, 1863, due January 20, 1864.....	33,372 88	
	<u>\$48,536 19</u>	
Accrued Interest to January 1st, 1864, Coupons payable 1st February, 1864 and 1st May, 1864.....		7,479 00
Debts due to connecting roads.....		17,795 56
Fractional Shares of Stock, balance on conversions .....		152 47
		<u>73,963 22</u>
Profit and Loss.....		57,921 28

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\$3,383,484 50



# R E P O R T

## OF THE

# SUPERINTENDENT.

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CATAWISSA RAILROAD COMPANY,  
*Superintendent's Office.*

WILLIAMSPORT, PA., 1st January, 1864.

T. HASKINS DU PUY, Esq., President :

SIR :—Having received from you, on the first of May, 1863, the appointment of Superintendent of the Catawissa Rail Road, I have the honor to submit the following report of the business and condition of the road, for the year ending 31st day of December, 1863.

Receipts from all sources,	.	.	.	\$417,003 04
Deduct rent and allowance for use of other roads,	.	.	.	88,413 82
				<hr/>
				\$328,589 22
Working expenses,	.	.	.	200,233 57
(Equal to $60\frac{9}{10}$ per cent on earnings.)				
				<hr/>
Surplus earnings,	.	.	.	\$128,355 65

### TRANSPORTATION DEPARTMENT.

Receipts for freight, travel and United States Mail,	.	.	.	.	\$409,091 33
Cost of transportation, passengers and freight, including motive power and maintenance of cars,	.	.	.	.	131,103 61
(Equal to 32.05 per cent. on receipts.)					

## MOTIVE POWER.

In this Department the actual ordinary working expenses have been, . . . \$70,828 14

In addition to which the following extraordinary expenditures have been incurred:

For two new ten wheel Locomotive Engines,  
65,000 lbs. weight, built by M. W. Baldwin  
& Co., . . . . . \$25,235 00

One new eight wheel connected Locomotive  
Engine, 80,000 lbs. weight, same builders, 16,222 50

Rebuilding Engines, 12, 14, 15, 18 and 19, and  
thoroughly overhauling Engines, 16 and 20, 21,456 64

I have the satisfaction to be able to state that all our Locomotive Engines are now in good working condition, except Engines 1 and 2, which are being thoroughly repaired for switching and gravel train use.

Two of the new Engines purchased during the year, are of the same class and build as those procured from the same firm, (M. W. Baldwin & Co.,) in 1862.

The new eight wheel connected Engine, by same builders, and weighing about 80,000 lbs., is designed for use on the heavy grade between Summit and Tamaqua. Although put in use late in November, since which the weather has been unfavorable for a fair trial, it has been satisfactorily demonstrated that the capacity is quite double that of the ten wheel truck Engines, and is eminently fitted for the work.

It was found absolutely necessary to rebuild the wood burning Engines, Nos. 12, 14, 15, 18 and 19, owing to the fact that slight repairs had been made from time to time, while the working boxes, flue sheets, pipes, fire boxes, tyres, &c., were, from many years' use, almost wholly worn out.

I would respectfully recommend that the fire boxes and grates of at least four of our wood burning Engines, be so changed this year as to fit them for the use of Anthracite Coal as a fuel.

Their efficiency for freight purposes would be thereby increased at least 30 per cent., and for passenger use a valuable saving of time and fuel would be effected.

During the year our fuel has cost an advance of about 25 per cent. Oil and waste have advanced about 75 per cent. in price, and iron, brass and other expensive materials and labor used in constructing and maintaining Engines, have respectively increased in relative value from 50 to 100 per cent. over quotations of last year. Had former prices continued, our exhibit of expenditures would have been much more favorable than we present, under existing circumstances.

#### MAINTENANCE OF CARS.

For this the ordinary repairs and maintenance

have cost, . . . . . \$9,126 25

To which has been added the following named work,  
properly chargeable to equipment account, viz :

Passenger cars, Nos. 2 and 4; new running gears, new upholstery, new covering, and thoroughly re-fitted,	3,000 00
Passenger car No. 1, all new, except a portion of frame and inside panels,	2,000 00
9 flat cars, all new, except portions of the wrought iron work, @ \$375 each,	3,375 00
2 box cars, all new, except a portion of the wrought iron work, @ \$800 each,	1,600 00
4 baggage cars, all new, except frames @ \$1000 each, . . . . .	4,000 00
	<hr/>
	\$13,975 00

Of which, by your<sup>d</sup> direction, we have  
charged to extraordinary repairs  
only, . . . . . \$5,975 00

Having passed to ordinary mainten- ance account, . . . . .	<hr/>
	\$8,000 00

Making total amount charged to ordi- nary maintenance of cars, . . . . .	\$17,126 25
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Except two Passenger Cars, which need refitting, our cars are in excellent condition, and for the last six months of the year no accident has occurred from failure on their part.

## MAINTENANCE OF WAY.

In ordinary repairs of Track and maintaining the structures and property of the Company, there have been expended, . . . . .	\$50,558 44
To which may be added the following items for new work, properly chargeable to Construction, viz : . . . . .	
For rebuilding Bridges and Tanks, removing Engine House from Mauch Chunk to Summit, and rebuilding it, building New Shops, securing Roof of Beaver Tunnel, building new Section House at Mahanoy, new Sand House at Summit, and cost of materials for same, . . . . .	\$36,910 54
Removing earth ballast and substituting permanent stone ballast, on clay sections of road bed, . . . . .	\$5,280 00
Building interior brick arch in defective culvert near Beaver, 121 feet long, 7 feet opening, . . . . .	\$980 00
Altering track near Catawissa, to avoid rebuilding slope wall, . . . . .	156 21

*Condition of the Road and Structures.*—I can, with satisfaction, testify to the present reliability and safety of all the structures on the line.

About 48 miles of the track have been raised, and as fast as practicable, permanent stone ballast is being introduced, in place of the clay bed on which the ties were originally laid, and became subsequently imbedded, causing their rapid decay, and consequent detriment to an economical maintenance and working of the road—all of which, on account of the defective completion of the work, originally, might properly be charged to construction—nevertheless, the greater part of the expense has been charged to ordinary maintenance.

495 tons of new, and 325 tons of re-rolled iron, besides, a sufficient amount of new chairs, spikes and 26,239 ties have been introduced in the track, producing a vast improvement in both surface and line.



During the year we have nearly completed the rebuilding of Ringtown Trestle Work or bridge.

Having made careful comparative estimates, we find that in all appropriate places, Trestle work can be built at about 66 per cent. of the cost of Truss Bridges, the structures also being more durable and reliable, and can be repaired or renewed at much less expense.

We have therefore placed substantial stone foundations, and erected Trestle Work at Mine Gap, to the elevation of the lower chord of the Burr Bridges in use. The structure is entirely reliable in its present condition, but the material is on hand and framed to complete the Trestle to grade as soon as required.

The foundation masonry is in place at Mainville Bridge, and two substantial piers have been erected in pursuance of the same design. Arrangements have been made, and part of the materials secured and paid for, to complete the work during the present year.

Arrangements are also being made to substitute during this year, the same character of work at Fisher's Gap, for the Burr Bridge now there.

The materials, except a few Truss Rods, for a new bridge at Catawissa Creek, near Catawissa, have been secured, and the framing is completed. This bridge can be raised at a trifling expense, when the iron, duly contracted for, shall be received.

The foundation masonry for an engine house 150 feet long by 60 feet wide, has been built at Catawissa, and the frame of the building is erected thereon. Nearly all the balance of material needed is on hand and paid for.

Foundation masonry has also been placed on adjoining grounds for a machine shop, 210 feet long by 60 feet wide.

The Company, not being able to get possession of the grounds until October, these buildings have not progressed as desired. The scarcity of workmen and materials have since prevented their completion during the year just closed, but it is believed they may all be in successful operation by July 1st, prox.

A siding has been laid, and the foundation built for a substantial Turn Table, in connection with these buildings.

Foundations have been built for a Turn Table at Summit, the design being to turn our engines at that point, adapting their respective capacities to the several grades, and further, to accommodate the traffic on the Branch Road, now in course of construction, to the Coal Mines.

In the prosecution of these various works, we have been compelled to pay common laborers an advance of 10 per cent. over last year's prices, carpenters 33 per cent., masons 50 per cent., and for materials an average of about 80 per cent.

#### BRANCH ROAD.

A location has been made for a Branch Road, two miles in length, to the Coal Mines on the Company's land, having the satisfactory elements of cheapness and grades favorable to the trade.

Not more than 12,000 cubic yards of material need be moved, and the portions below grade, not filled by the materials from excavations, will be passed over by cheap, low trestle work, thereby providing convenient dumping space for the debris of the Mines.

The grade for one mile West of the Mines is level, thence to the Junction with Main Road at Summit Station, the same as between that point and Tamaqua; hence any train brought to Summit Station, can be taken directly to the Mines without increased power.

The grading and trestle work was contracted to parties on favorable terms, with a stipulation for completion by December 1st, but owing to scarcity of hands, not more than one-fifth is yet done.

#### COAL MINES.

These Mines have been leased, an engine erected by the Lessee, and the old shaft, on the Company's property, sunk to about 70 feet deep. At that depth, the mammoth vein is found to be over 50 feet thick and of the best quality of coal.

Owing to relative changes in some of our connecting Roads, portions of our business were somewhat deranged during the early months of the year, as it required some time to re-arrange our Engine and Car capacity to the new order of business.

Our Coal Traffic has also been greatly interfered with by the unsettled condition of the mining regions.

It is believed that during the year 1864 our Merchandise Traffic will largely increase. In addition to this and the former Coal Trade, we may confidently look before the close of the year, for valuable receipts from the Mines of the Company.

With shops belonging to the Road it is believed a reduction of expenditures may be effected.

It affords me great pleasure to add to the unvarying record of past years, that no passenger has yet been injured on this road.

Herewith please find the following statements, viz :

Mileage and Repairs of Engines.

Mileage of Cars.

Engines and their condition.

In conclusion, I beg leave to testify to the faithfulness and industry of the employees of the Company.

Respectfully submitted,

GEORGE WEBB,  
Superintendent.

## CATAWISSA RAILROAD.

*Statement of Cost of Repairs and Running Expenses of Locomotive Engines, for the Year 1863.*

NUMBER OF ENGINES.	Miles Run.	Pints Oil used.	Pounds Tallow used.	Pounds Waste used.	Cost of Oil, Tallow, and Waste.	Cost per Mile.	Engineers' and Firemen's Wages.	Cost per Mile.	Cost of Fuel Consumed.	Cost per Mile.	Total Cost of Running.	Cost per Mile.	Cost of Repairs, Ordinary and Extraordinary.	Cost per Mile.	Total Cost.	Cost per Mile.
1	11,253	768	278½	213½	\$172.69	1.53	\$604.88	5.38	\$254.49	2.26	\$1,032.06	9.17	\$292.67	2.60	\$1,324.73	11.77
2	1,472	236	10	6	34.75	2.36	129.94	8.83	149.87	10.18	314.56	21.37	34.69	2.35	349.25	23.47
3	18,782	2,396	1,393½	631¾	658.59	3.51	955.86	5.08	1,647.55	8.78	3,292.00	17.37	1,522.92	8.10	4,784.92	25.47
4	20,210	2,367	1,262½	500¼	605.79	3.00	1,117.30	5.53	1,823.27	9.02	3,546.36	17.55	963.84	4.76	4,510.20	22.31
5	19,603	2,404	1,659½	551¼	675.71½	3.44	1,040.67	5.31	1,814.64	9.26	3,531.03½	18.01	1,074.77	5.48	4,605.82½	23.49
6	17,936	1,982	1,112	501¼	551.66	3.07	965.67	5.05	1,655.21	9.40	3,142.54½	17.52	1,498.38	8.35	4,640.92	25.87
7	30,414	1,906	858	724¾	579.54	1.91	1,207.04	3.97	1,611.12	5.29	3,397.70	11.17	1,558.86	5.12	4,956.56	16.29
8	1,446	168	83	26	38.00	2.63	58.66	4.05	190.18	13.15	286.84	19.83	162.17	7.07	389.01	26.90
9	14,704	1,866	1,014	574½	530.66½	3.61	780.05	5.30	1,217.16	8.28	2,527.87½	17.19	714.17	4.85	3,242.04½	22.04
10	16,567	2,168	1,081	457¼	548.79½	3.31	730.22	4.41	1,466.65	8.85	2,745.69½	16.57	719.52	4.34	3,465.18½	20.91
11	1,608	464	263	46½	111.69	6.94	293.50	12.66	143.05	8.89	458.24	28.49	245.23	15.25	703.47	43.74
12	11,459	1,246	579	117	298.18¾	2.60	677.70	5.91	932.83	8.14	1,908.71¾	16.65	1,490.34	13.01	3,399.05¾	29.66
13	4,438	534	345	154	155.69½	3.51	353.75	7.97	742.81½	16.73	2,227.48	19.75	2,227.48	50.19	2,970.29½	66.92
14	15,671	1,734	838	416	474.11	3.02	870.90	5.55	938.75	5.93	2,273.76	14.50	3,486.31	22.25	5,760.07	36.75
15	10,566	1,029	455	412	307.75	2.92	724.81	6.86	706.23	6.68	1,738.79	16.46	2,949.59	27.91	4,688.38	44.37
16	18,875	1,543	641½	486	420.71½	2.23	862.30	4.58	1,762.71	9.33	3,045.72½	16.14	1,046.69	5.54	4,092.41½	21.68
17	11,267	1,154	572	430	354.92	3.12	687.08	6.04	1,023.00	9.00	2,065.00	18.16	2,989.25	26.30	5,054.26	44.46
18	13,614	1,256	662	370½	354.81¾	2.61	570.89	4.19	786.31	5.77	1,712.01¾	12.57	3,877.78	28.48	5,589.79¾	41.05
19	16,462	1,752	822½	425¾	453.89½	2.75	703.61	4.27	809.44	4.92	1,966.94½	11.94	2,447.17	14.87	4,414.11½	26.81
20	21,627	1,902	768	564¼	500.35	2.32	844.02	3.90	1,258.22	5.81	2,602.59	12.03	2,093.45	9.68	4,696.04	21.71
21	24,790	2,390	992	676¼	613.16½	2.48	1,073.33	4.33	1,389.75	5.60	3,076.24	12.41	1,937.57	7.81	5,013.81½	20.22
TOTALS,	302,864	31,245	15,679½	8,283¾	\$4,411.52	2.79	14,981.80	4.95	21,954.18	7.24	45,377.50	14.98	33,312.27	11.00	78,689.77	25.98
						AVR.		AVR.		AVR.		AVR.		AVR.		AVR.
													2,800.00		2,800.00	
															\$75,889.77	
																25.06

*Cr. by Old Material.....*  
*Making the Nett Cost of Repairs, Ordinary and Extraordinary,...*

# CATAWISSA RAILROAD COMPANY.

*Description of all Locomotive Engines owned by the Company, December 31st, 1863.*

Engine.	Passenger train ser- vice.	Freight train ser- vice,	Weight. gross tons.	Number driving wheels.	Number truck wheels.	Diameter driving wheels.	Length of stroke.	Diameter of Cylinder.	Builder.	Date when built.	REMARKS.
No. 1		"	20	4	4	54	20	16	Boston Loc. Works.		Under Repairs.
" 2		"	20	4	4	54	20	16	" "		"
" 3		"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	1862	Good order.
" 4		"	30	6	4	48	22	17 $\frac{1}{2}$	"	"	"
" 5		"	30	6	4	48	22	17 $\frac{1}{2}$	"	"	"
" 6		"	30	6	4	48	22	17 $\frac{1}{2}$	"	"	"
" 7	"	"	25	4	4	66	22	14	R. Norris & Son.	1854	"
" 8		"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	1863	Rebuilt in 1862, at Wm'spt.
" 9		"	30	6	4	48	22	17 $\frac{1}{2}$	"	"	"
" 10		"	35	8	none.	43	22	20	"	"	"
" 11		"							Sold.		
" 12		"	26	4	4	60	24	16	R. Norris & Son.		Good order, Rebuilt.
" 13		"							Engine sold.—Tank in good order.		
" 14		"	24	4	4	60	22	16 $\frac{1}{2}$	N. J. Loc. Works.	1856	Good order, Rebuilt.
" 15		"	25	4	4	60	22	16 $\frac{1}{2}$	Lancaster Loc. "	"	"
" 16		"	25	4	4	60	22	16 $\frac{1}{2}$	"	"	"
" 17		"	25	4	4	60	22	16 $\frac{1}{2}$	"	1857	"
" 18		"	25	4	4	60	22	16 $\frac{1}{2}$	"	"	Rebuilt.
" 19	"	"	26	4	4	66	22	16	Rogers' Loc. Works	"	"
" 20	"	"	26	4	4	66	22	16	"	"	"
" 21	"	"	20	4	4	69	20	15	Boston "	"	"
" 22	"	"	26	4	4	72	22	16	Trenton "	1859	"

# CATAWISSA RAIL ROAD COMPANY.—*Mileage of Cars for 1863.*

## LOADED.

MONTH.	FREIGHT.			COAL.			PASS.		TOTAL.			
	C.	Foreign.	Individ.	C.	Foreign.	Individ.	Pass.	Bag.	Freight.	Coal.	Pass. and Bag.	Total for each Mo.
January,	31,844	56,567	3,196	4,940	58,378		26,450	12,852	91,607	63,318	39,312	194,237
February,	33,159	51,685	2,464	5,178	47,032		23,520	11,424	87,308	52,210	34,944	174,462
March,	35,608	62,270	2,807	4,359	24,585		25,480	12,376	100,685	28,944	37,856	167,485
April,	36,969	40,326	4,257	3,776	72,396		21,320	10,296	81,552	76,172	31,616	189,340
May,	39,109	35,860	10,518	10,432	64,167		21,320	10,296	85,487	74,599	31,616	191,702
June,	42,521	18,493	4,487	7,294	81,420	470	21,320	10,296	65,501	88,714	31,616	185,831
July,	35,979	16,404	3,618	7,201	89,182	518	22,140	10,692	56,001	96,853	32,832	185,686
August,	37,703	12,800	4,889	9,546	43,599		20,220	9,746	55,392	53,663	29,966	139,021
September,	45,671	10,196	5,861	6,092	82,907		21,052	10,162	61,728	88,999	31,214	181,941
October,	54,297	23,004	5,448	5,897	116,249		21,840	10,542	82,749	117,146	32,382	232,277
November,	46,978	15,693	4,615	1,879	86,571		20,500	9,900	67,286	88,450	30,400	186,136
December,	46,248	13,776	3,313	3,009	90,566		22,140	10,692	63,337	93,575	32,832	189,744
Total,	486,086	357,074	55,473	69,603	852,052	988	267,312	129,274	898,633	922,643	396,586	2,217,862



CATAWISSA RAIL ROAD COMPANY.—*Mileage of Cars for 1863.*

EMPTY.

MONTH.	FREIGHT.				COAL.			PASS.		TOTAL.			
	C.	Foreign.		Individ.	C.	Foreign.	Individ.	Pass.	Bag.	Freight.	Coal.	Pass. and Bag.	Total for each Mo.
January,	19,112	29,502		3,160	3,893	68,174				42,774	72,067		114,841
February,	22,099	10,643		1,646	3,349	39,670				34,388	43,019		77,407
March,	19,729	11,681		1,811	4,516	34,952				33,221	39,468		72,689
April,	19,028	17,223		2,594	4,002	68,852				38,845	72,854		111,699
May,	24,884	21,476		6,928	7,310	58,213				53,288	65,523		118,811
June,	23,519	4,383		5,659	7,282	87,075				33,561	94,357		127,918
July,	26,985	6,296		4,312	6,040	68,928				37,593	74,968		112,561
August,	25,601	5,530		4,716	6,167	67,843	1,969			35,847	75,970		111,817
September,	32,987	4,637		5,041	5,798	102,359	392			42,665	108,549		151,214
October,	33,922	7,493		3,833	5,907	120,598				45,248	126,505		171,753
November,	32,738	4,564		2,091	2,043	82,773				39,393	84,816		124,209
December,	26,580	1,562		3,981	1,719	78,631				32,123	80,350		112,473
Total,	307,184	115,990		45,772	58,026	878,068	2,352			468,946	938,446		1,407,392







